

USS CHARLES F. ADAMS (DDG-2)
Naval History Office
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From: Commanding Officer, USS CHARLES F. ADAMS (DDG 2)
To: Director of Naval History, Washington Navy Yard,
Washington, D.C. 20390
Via: Commander Destroyer Squadron FOURTEEN

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(b) COMCRUDESANTINST 5720.11 series

Encl: (1) Part I, Chronology
(2) Part II, Basic Narrative
(3) Part III, Documentary Annexes A, B, and C

1. In accordance with references (a) and (b), enclosures (1) through (3) are herewith forwarded for consolidation.


D. L. GURKE

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COMCRUDESANT (2 copies)

PART I
Chronology of Highlights of 1973

1 JAN - 10 JAN	Inport Mayport
10 JAN - 13 JAN	Underway for Operation Springboard 73
13 JAN - 15 JAN	Inport Roosevelt Roads, Puerto Rico
15 JAN - 23 JAN	Underway in Puerto Rico OpAreas
23 JAN	Brief stop in Roosevelt Roads
23 JAN - 25 JAN	Underway
25 JAN - 28 JAN	Inport Roosevelt Roads
28 JAN - 1 FEB	Underway - Transit to Mayport
1 FEB - 6 MAR	Inport Mayport
6 MAR - 8 MAR	Underway for Sea Trials and Degaussing in Charleston
8 MAR - 27 MAR	Inport Mayport
27 MAR - 7 APR	Underway for Exercise Exotic Dancer IV and ASWEX
7 APR - 9 APR	Inport Norfolk, Va.
9 APR - 11 APR	Underway - Transit to Mayport
11 APR - 8 MAY	Inport Mayport
8 MAY - 11 MAY	Underway for plane guard duties
11 MAY - 14 MAY	Inport Fort Lauderdale, Fla.
14 MAY - 16 MAY	Underway for plane guard duties
16 MAY - 18 MAY	Inport Mayport
18 MAY - 23 MAY	Underway for plane guard duties
23 MAY - 29 MAY	Inport Mayport
29 MAY - 1 JUN	Underway for French Bilateral Operations
1 JUN - 8 JUN	Inport Mayport
8 JUN - 11 JUN	Underway for mini-RIMEX
11 JUN - 13 JUN	Inport Roosevelt Roads, P.R. and Frederickstad, St. Croix
13 JUN - 18 JUN	Underway for Naval Gun Fire Support Exercise and RIMEX
18 JUN - 18 JUL	Inport Mayport
18 JUL - 20 JUL	Underway for Degaussing
20 JUL	Inport Mayport
21 JUL	Dependents Cruise
21 JUL - 3 AUG	Inport Mayport
3 AUG - 6 AUG	Underway for Middle East Deployment
6 AUG	Brief stop for fuel Roosevelt Roads, P.R.
7 AUG - 8 AUG	Inport Port of Spain, Trinidad
8 AUG - 13 AUG	Underway for Recife, Brazil
13 AUG - 15 AUG	Inport Recife, Brazil
15 AUG - 23 AUG	Underway for Luanda, Angola
23 AUG - 25 AUG	Inport Luanda, Angola
25 AUG - 1 SEP	Underway for Lourenco, Marques, Mozambique
1 SEP - 4 SEP	Inport Lourenco Marques, Mozambique
4 SEP - 8 SEP	Underway for Port Louis, Mauritius
8 SEP - 12 SEP	Inport Port Louis, Mauritius
12 SEP - 16 SEP	Underway for Mombasa, Kenya
16 SEP - 18 SEP	Inport Mombasa, Kenya
18 SEP - 23 SEP	Underway for Djibouti, TFAI
23 SEP - 24 SEP	Inport Djibouti, TFAI
24 SEP - 26 SEP	Underway for Massawa, Ethiopia
26 SEP - 1 OCT	Inport Massawa, Ethiopia

2 OCT - 8 OCT	Underway for Manama, Bahrain
8 OCT - 15 OCT	Inport Manama, Bahrain
15 OCT - 23 OCT	Underway for Djibouti, TFAI
23 OCT - 25 OCT	Inport Djibouti, TFAI
25 OCT - 28 OCT	Underway for Special Operations
28 OCT	Brief stop for fuel, underway for Special Operations
28 OCT - 4 NOV	Underway
4 NOV - 5 NOV	Inport Djibouti, TFAI
5 NOV - 10 NOV	Underway
10 NOV - 12 NOV	Inport Massawa, Ethiopia
12 NOV - 18 NOV	Underway for Manama, Bahrain
18 NOV - 21 NOV	Inport Manama, Bahrain
21 NOV - 23 NOV	Underway for Operation MIDLINK 73
23 NOV - 25 NOV	Inport Bandar Abbas, Iran
25 NOV - 28 NOV	Underway
28 NOV - 29 NOV	Anchored Jask, Iran
29 NOV - 2 DEC	Underway
2 DEC - 3 DEC	Inport Bandar Abbas, Iran
3 DEC - 5 DEC	Underway for Karachi, Pakistan
5 DEC - 10 DEC	Inport Karachi, Pakistan
10 DEC - 24 DEC	Underway for Port Louis, Mauritius
24 DEC - 28 DEC	Inport Port Louis, Mauritius
28 DEC - 1 JAN 74	Underway for Lourenco Marques, Mozambique

PART II - BASIC NARRATIVE

New Year's Day 1973 found ADAMS enjoying the many amenities of her homeport of Mayport, Florida. The winter holidays left the crew in high spirits which were still apparent as the ship departed for Operation Springboard 1973 on 10 January. The transit to Roosevelt Roads, P.R. took three days and was done in company with the USS JONAS INGRAM (DD 938). Upon mooring at the Naval Station ADAMS was visited by RADM D. M. RUBEL, Command and Control Advisor, Office of the Chief of Naval Operations. Having spent two days in Roosevelt Roads, ADAMS got underway on 15 January for local operations and the next day successfully completed her Naval Gunfire Support Qualifications at Culebra Island. On 17 January ADAMS anchored north of Vieques Island in order to take part in a Navy-Marine Corps exercise, AGILE JOUSTER. The ship spent the day and night providing accurate gunfire support and illumination for the Marines ashore. On the morning of 18 January, ADAMS weighed anchor and got underway for St. Thomas, in the U.S. Virgin Islands. That afternoon she anchored in the roadstead at St. Thomas and the crew enjoyed the many attractions of that beautiful island and its capital, Charlotte Amalie. On 20 January, CHARLES F. ADAMS got underway for an ASW Exercise conducted in a nearby operating area. In the course of the next two days, ADAMS fired two exercise torpedos and one ASROC, also exercise, and scored three hits on the target submarine. A surface gunnery exercise was conducted on 22 January while in company with USS CONYNGHAM (DDG 17), USS JONAS INGRAM (DD 938), USS MEREDITH (DD 890), USS ELMER MONTGOMERY (DE 1082), USS STRIBLING (DD 867), and USS TATTNALL (DDG 19). After a night steaming exercise, ADAMS was detached and proceeded to Roosevelt Roads for a brief stop on the 23rd. The same day, ADAMS got underway to take part in a missile firing exercise involving the ships mentioned above. On 25 January it was back into Roosevelt Roads for a three day weekend before leaving for Mayport on the 28th.

Upon arriving in Mayport very early in the morning on 1 February, ADAMS stopped long enough to embark the Destroyer Squadron Eight Operational Readiness Inspection Team. Then, it was back out to the Jacksonville OpAreas to conduct an ORI. Although the crew was tired from their exertions on SPRINGBOARD and the day was rainy and gray, ADAMS came through the inspection with a grade of EXCELLENT and was praised for her professionalism in most departments. Late in the afternoon, ADAMS moored in Mayport not to leave again for a whole month.

The month of February was singularly uneventful as ADAMS' crew concentrated on upkeep and training.

On 27 March ADAMS got underway for Exercise EXOTIC DANCER IV.

April Fools day found ADAMS cruising off Cape Hatteras playing the role of a blockade runner. 4-6 April ADAMS took part in ASW exercises and upon completion was underway for Norfolk, Va. where the 7th and 8th were spent on liberty. On 9 April, ADAMS left Norfolk for homeport and arrived in Mayport on the 11th, where the remainder of the month was spent.

On 8 May ADAMS left port for the first of a series of periods as plane guard for carrier operations in the Jacksonville Operating areas. For three days ADAMS served as Rescue Destroyer for USS FRANKLIN D. ROOSEVELT (CVA 42) and USS INDEPENDENCE (CVA 62) before putting in to Fort Lauderdale, Florida for a long weekend. Underway on the 14th ADAMS rejoined USS INDEPENDENCE for two days before stopping in Mayport on the 16th. Underway again on the 18th, ADAMS spent the following five days trailing the ROOSEVELT at high speed and moored in Mayport on 23 May. ADAMS finished up this somewhat hectic month by taking part in French Bi-lateral Operations with the French Aircraft Carrier FOCH and the French Cruiser COLBERT beginning on 29 May and lasting for three days.

On 1 June ADAMS was again moored in Mayport. Eight June found ADAMS underway for the Caribbean and various exercises in the Puerto Rico Operating areas. After a brief stop in Roosevelt Roads, ADAMS spent the night of the 11th in the small port of Frederickstad, St. Croix. Underway on the 13th, ADAMS conducted a Naval Gunfire support exercise at Culebra Island and then proceeded North to join USS TATNALL (DDG 19) in a missile firing exercise. Three exercise missiles were fired and upon completion, the two ships headed back to Mayport and moored on 17 June. Remaining in port for the rest of June, the crew of ADAMS scored high in a Naval Weapons Technical Proficiency Inspection conducted on 4-5 June, and passed the inport phase of a Propulsion Examining Board on 28, 29 June.

The month of July was a busy one for ADAMS, making preparations to deploy to the Middle East. On the 18th the ship was underway for Charleston and the Degaussing Range. Back in Mayport, on the 20th, deployment preparations were capped by a Dependents cruise made during the day on the 21st. The remainder of the month was spent bringing aboard the last minute items necessary for the long deployment.

On 3 August, ADAMS and her crew were ready for a deployment which would take them halfway around the world to areas not normally visited by U.S. Navy Ships.

ADAMS steamed smartly out of the harbor to conduct two burials at sea before proceeding on the first leg of her transit to the Middle East. On 6 August ADAMS stopped at Roosevelt Roads, Puerto Rico for a brief refueling and here joined up with USS MC CANDLESS (DE 1084). Together, ADAMS and MC CANDLESS formed Task Unit 27.9.3 for the remainder of the transit to the Middle East. Underway again on the 6th, ADAMS put into Port of Spain, Trinidad on the 7th for a one day stay.

Port of Spain was left far behind on 8 August as the ships departed for a fast run to Recife, Brazil. Fortunately, the weather was fine and the transit uneventful. Arriving on the 13th, ADAMS' crew thoroughly enjoyed their two days of liberty in this free-swinging city before casting off on the 15th. On that day, ADAMS began her first transit of the South Atlantic and steered due east until spotting Ascension Island four days out. At Ascension, course was altered slightly and in spite of overcast weather and unpredictable currents, landfall was made on the 23rd at Luanda, Angola. Here the crew members obtained their first glimpses of Africa, a continent they would be seeing much of in the months ahead.

On 25 August, ADAMS was again underway, this time following in the tracks of the great Portuguese explorer, Vasco da Gama, as she rounded the Cape of Good Hope on the 30th. At the Cape, ADAMS picked her way through one of the world's busiest shipping lanes and encountered the first of many giant super-tankers.

Arriving in Lourenco Marques, Mozambique on 1 September, ADAMS' crew was amazed at the cosmopolitan atmosphere of this very modern city. As they enjoyed themselves at its many entertainments, they could be proud of what the ship had accomplished in its first month of deployment. They had steamed nearly 10,000 miles in 29 days and visited five ports without any operational casualties. A fine start.

On 4 September, ADAMS got underway for Port Louis, Mauritius where she would meet and exchange roles with USS STRIBLING (DD 867). Four days later she and MC CANDLESS put in to tiny Port Louis harbor and joined the two American ships already there. Turnover went smoothly and when STRIBLING and USS JONAS INGRAM (DD 938) departed, ADAMS was well prepared for the tasks ahead.

On 12 September, ADAMS was again underway, but this time it was a transit under the operational command of Commander, Middle East Force, (COMIDEASTFOR) based in Manama, Bahrain. During the stay in Port Louis, ADAMS received a taste of the professionalism which would be expected of her crew by COMIDEASTFOR in the form of LTCOL Carney, USMC, Staff Plans Officer. LTCOL Carney briefed the wardroom on expected operations and then made an exceedingly thorough inspection of the ship's Landing Force. The Colonel was so impressed with what he saw, he informed the Landing Force that he would be glad to accept them into "his" Marine Corps at any time. Thus ADAMS quickly gained the reputation of a smart ship.

On leaving Port Louis course was set for Mombasa, Kenya, where ADAMS arrived on 16 September. Although the stop in Mombasa was only for fuel, the fueling took 2½ days and ADAMS' proposed operational schedule received its first change. The crew enjoyed their unexpected holiday in Mombasa and made the most of its fine weather and tourist-town atmosphere.

On 18 September, ADAMS was underway for Djibouti, Territory of Afars and Issas, a small French colony at the western end of the Gulf of Aden. Arriving on the 23rd, the crew's first impression of Djibouti was of a hot, desert town. Small and hot it may have been, Djibouti turned out to be the most hospitable of ports, welcoming the ADAMS into its excellent harbor no less than three more times in the next month. This first stop was for only one night however, and ADAMS was again underway on the 24th.

The evening of the 24th, ADAMS made her first transit of the narrows at the southern end of the Red Sea, the Bab al Mandeb. These narrows, historically a control point for all shipping into the Red Sea, are only eight miles wide and can be easily controlled from the rocky slopes of Barim Island, now a part of the semi-feudal sheikdom of South Yemen. In this first passage, ADAMS established her right of innocent passage while noting the positions of new gun emplacements on Barim. ADAMS arrived in Massawa, Ethiopia on 26 September.

During her six day stay in Massawa, ADAMS' crew was well entertained by members of the Imperial Ethiopian Navy and in return conducted a guest cruise on the 28th to which many Ethiopian Naval officers and local officials were invited. The guest cruise was a huge success as many Ethiopians arrived in native dress and expressed a genuine interest in seeing a U.S. warship close-up. Their interest was returned by the crew who kept them going all day on tours and lectures and capped it off with an American style cookout on the fantail. In addition to social events, members of the crew provided the Ethiopian Navy with a great deal of technical assistance in the areas of electronics and communications. When ADAMS departed Massawa on 2 October the crew could reflect that they had done a good bit in establishing improved people-to-people relations between the United States and a country half way around the globe.

Passing through the Bab al Mandeb on the 3rd, ADAMS shaped a course for Manama, Bahrain and rang up a leisurely 14.5 knots in order to arrive on the 10th. However, the storm clouds, which are eternally hanging over the Middle East, broke on 6 October when Egypt attacked Israel in the Sinai and Syria attacked in the Golan Heights. Since the primary mission of the Middle East Force was to protect U.S. interests in the area, ADAMS was immediately ordered to proceed at top speed to Bahrain in order to be refueled and ready for any eventuality. ADAMS' first passage of the Strait of Hormuz was completed at 23 knots on the night of 7 October and she arrived at the Sitra oil piers the afternoon of the 8th. After refueling, the winding channel into the Mina Sulman Pier in Manama was taken at sunset and ADAMS moored for the night, but remained ready to return to sea at a moment's notice.

While waiting for the Middle East situation to stabilize, ADAMS remained alongside for the next week. Since the ship was ready to get underway within an hour's notice during this time, it was almost with a sense of relief that she slipped her lines and stood out of Bahrain on the 15th.

On 23 October, ADAMS moored in Djibouti and remained in a high state of readiness while awaiting the intentions of COMIDEASTFOR. In the meantime, a reception for local officials and ranking members of the French armed forces was held on board on the 24th. A few hours after the reception ADAMS received orders to proceed immediately into the Red Sea to escort an American Merchantman. At 0100 on the 25th ADAMS got underway and later that morning passed through the Bab al Mandeb. For the next three days, ADAMS cruised up and down the Red Sea, coming within 30 miles of Jidda, Saudi Arabia. Back in Djibouti briefly on the 28th for fuel, ADAMS returned to the Gulf of Aden and the next day again entered the Red Sea. For the next six days she patrolled alternately the Red Sea and the Gulf of Aden and ~~she departed again in Djibouti~~ on 4 November. On 5 November ADAMS was again underway with open-ended orders to remain in the Gulf of Aden until further notice. Notice came several times placing ADAMS on different courses, however, on the 8th, clearance was granted for entering Massawa, Ethiopia and the track laid out accordingly.

On 10 November, ADAMS entered Massawa and remained alongside for the next two days. Underway again on the 12th, ADAMS passed out of the Red Sea for the last time on the 13th and altered course for Bahrain.

The passage was made at 21 knots and ADAMS refueled from the USS KANSAS CITY (AOR 3) attached to Task Group 77.1 on the 16th. Arriving in Bahrain on 18 November, ADAMS completed her round trip of the Red Sea, having been at sea 28 out of the previous 34 days and having steamed almost 9,000 miles.

Three days after arriving in Bahrain, ADAMS, in company with COMIDEASTFOR Flagship, USS LA SALLE (AGF 3), departed for Bandar Abbas, Iran, to take part in the annual CENTO exercise, MIDLINK 73. On 23 November the two ships anchored in Bandar Abbas roadstead and watched as the other participants in the exercise gathered. By the evening of the 23rd, the following ships of the following navies had assembled at Bandar Abbas:

USS LASALLE (AGF 3)	U.S. Navy
USS CHARLES F. ADAMS (DDG 2)	U.S. Navy
USS MC CANDLESS (DE 1084)	U.S. Navy
USS BREWTON (DE 1086)	U.S. Navy
USS BADGER (DE 1071)	U.S. Navy
USS KISKA (AE 35)	U.S. Navy
HMS JUPITER (F 60)	Royal Navy
RFA TIDESURGE (A 98)	Royal Navy
IIS SAAM (DE 12)	Imperial Iranian Navy
IIS ZAAL (DE 14)	Imperial Iranian Navy
IIS MILANIAN (F 27)	Imperial Iranian Navy
IIS KAHNAMUTE (F 28)	Imperial Iranian Navy
PNS TIRPU SULTAN (F 260)	Pakistani Navy
PNS BADR (D 161)	Pakistani Navy
PNS JAHANGIR (D 162)	Pakistani Navy
PNS SHUSHUK (S 32)	Pakistani Navy
PNS MANGRO (S 33)	Pakistani Navy
PNS DACCA (A 41)	Pakistani Navy

Twenty-four November was a day of conferences and the next day all the ships got underway for a pre-exercise workup. ADAMS was attached to Training Unit 419.1.3 which also included BADR, KAHNAMUTE and KISKA. Commander Training Unit 419.1.3 was embarked in BADR. The 25th was used largely for divisional tactics and coordination of communications circuits. The next two days saw ADAMS taking part in a full range of exercises including Anti-Air Warfare and Anti-Submarine Warfare problems. On 28 November, ADAMS along with all the other ships, anchored in Jask, Iran anchorage. This stop was purely operational; to give the various commanders a chance to evaluate the work-up.

On departing Jask on the 29th, ADAMS became a unit of Task Force 419 (Blue Force) whose mission it was to safely escort a number of "merchant" ships (DACCA, LA SALLE, TIDESURGE) through the Gulf of Oman and into Bandar Abbas. For the next three days, ADAMS and TF 419 were subjected to constant attacks from the "enemy" (Orange Forces). These forces were made up of the most up-to-date weapon carriers in use in any armed forces in the world. In the air, the attackers used USAF F-111 fighter bombers and

Iranian F-4 Phantom jets. On the surface, Iranian Hovercraft and Mark 42 Frigates presented surface targets with speeds of over 40 knots and formidable weapons systems. Under the surface French-built Pakistani submarines of recent design attacked with great stealth. Against such opposition ADAMS was forced to employ all her weapons systems and did so with great regularity, and some degree of success. Needless to say, the convoy got through to Bandar Abbas on time on 2 December, but not without learning some hard lessons about the effectiveness of modern weapons systems.

The night of the 2nd was spent refueling in Bandar Abbas basin and the next morning ADAMS was detached to proceed to Karachi, Pakistan, where she arrived two days later. The lessons of MIDLINK 73 recorded for future discussion, the crew was ready to hit the markets of Karachi. Five days in that city were enough for even the most avid bargain-seeker, and on 10 December ADAMS was again on her way, the crew having contributed over \$20,000 to the Pakistani economy.

Upon getting underway, ADAMS first made contact with USS ASTABULA (AO 51) attached to TF 77.1 and refueled in the Arabian Sea. She then proceeded south and nine days later rendezvoused with USS BRUMBY (DE 1044), USS KOELSCH (DE 1049) and the MC CANDLESS. On 22 December ADAMS, MC CANDLESS, BRUMBY and KOELSCH were refueled by USS WICHITA (AOR 1) and proceeded to Port Louis, Mauritius for turnover.

Arriving in Port Louis on the 24th, ADAMS and the other ships moored in the harbor, as all the available pier space was taken by a force of three Russian ships; A Sverdlov CLCP, a Kashin class DF, and a Foxtrot class submarine. And so, by an odd set of circumstances, ADAMS spent Christmas Eve in the harbor of a tropical island as senior American ship being overshadowed by the only substantial Russian force within 5,000 miles. Christmas was celebrated in the traditional manner, however, and the crew made the most of all the island had to offer.

On 28 December, ADAMS got underway for Lourenco Marques, Mozambique. That day ADAMS and MC CANDLESS left the operational control of COMIDEASTFOR and came under the operational control of COMSECONDFLT as TU 27.8.0. New Years was spent at sea just south of Madagascar.

FACTS ABOUT USS CHARLES F. ADAMS in 1973

Between 1 January 1973 and 1 January 1974
the USS CHARLES F. ADAMS (DDG 2):

Was commanded by CDR Donald L. GURKE, USN

Steamed over 49,800 miles - average speed 13.5 knots

Used over 3,721,000 gallons of fuel

Spent: 146 days in homeport for 40% of the year
154 days underway for 43% of the year
63 days in other port for 17% of the year

Visited 18 ports on three continents

Steamed in company with ships of the following navies:

Royal Navy
French Navy
Iranian Navy
Pakistani Navy

Participated in the following exercises:

MIDLINK 73
SPRINGBOARD 73
EXOTIC DANCER IV
FRENCH BILATERAL OPERATIONS